

CITY PLAN COMMISSION/ARCHITECTURAL REVIEW BOARD
COUNCIL CHAMBERS – CITY HALL
TUESDAY, FEBRUARY 18, 2020
17:30 (05:30 PM)

CALL TO ORDER

The meeting was called to order by Chairman Steve Lichtenfeld at 17:30.

ROLL CALL

Chairman Steve Lichtenfeld, City Manager David Gipson, Aldermanic Representative Richard Lintz, Carolyn Gaidis, Robert Denlow, George Hettich, and Helen DiFate answered roll call.

ALSO IN ATTENDANCE

Stephanie Karr, City Attorney
Susan M. Istenes, AICP, Planning Director

CHAIRMAN REQUESTS

Chairman Lichtenfeld asked that all cell phones be turned off and that conversations take place outside the meeting room.

Chairman Lichtenfeld also asks that anyone who speaks please spell out their last name.

APPROVAL OF MINUTES

RICHARD LINTZ – MOVE TO APPROVE THE MINUTES AS SUBMITTED.

CAROLYN GAIDIS – SECOND

BOARD UNANIMOUSLY APPROVES FEBRUARY 03, 2020, MEETING MINUTES.

OLD BUSINESS

217 SOUTH BRENTWOOD BOULEVARD – ARCHITECTURAL REVIEW BOARD – NEW RECREATION FACILITY

Director Susan M. Istenes summarizes the following staff report: “At the Plan Commission/Architectural Review Board meeting of February 03, 2020, the board decided to have the applicant return to the next meeting of February 18, 2020 with revised plans for this project. Another request from the board was to have the applicant return with updated elevations and renderings showing updated material for the rooftop structure and canopy, and the use of exposed aggregate for the sidewalks. The applicant has provided the necessary elevation plans to reflect most if not all the changes

The 116,280 square-foot site is located in Shaw Park, just east of the intersection between South Brentwood Boulevard and Bonhomme Avenue and has an R-2 Single Family Dwelling zoning designation. The site is currently developed with an ice rink and associated building. Adjacent land uses include tennis courts and an outdoor pool. On November 18, 2019, the applicant brought this project before the Plan Commission/Architectural Review Board for a conceptual review.

The proposed project consists of the demolition of the existing ice rink and building and the construction of a new 13,365 square foot, 1-story All-Season Recreation Complex and an NHL-regulation size ice rink with a roof. The proposed building will be able to support space for both the proposed ice rink and its related uses such as: offices, party room, restrooms, locker rooms, kitchen, and warming area. The building will be constructed of brick veneer, silver metal panels and the windows will be clear anodized thermal storefront style.

There is currently an existing drop-off circle located at the intersection of South Brentwood Boulevard and Bonhomme Avenue. The proposed new drop-off area will extend further south and will be widened along Brentwood Boulevard. The new drop-off area will serve the ice rink, tennis courts, and the pool. The extension and widening of the drop-off area will allow for ADA accessibility and will have a bypass lane and 4 drop off stalls that will enhance the usability and efficiency of the area.

The proposed design and building materials for the new multi-purpose facility will bring modern architecture to the southeast corner of Shaw Park. The existing ice rink building is a traditional style, primarily constructed of red brick with a gable roof and white painted pillars. The existing building is a similar style to the pool building directly north of the rink.

The primary building material for the proposed building will be constructed of red and brown bricks, and the secondary material will be metal panels with a silver finish. The applicant had previously proposed a stacked brick pattern. Now, they propose to have a normal running brick bond pattern. There are storefront styled thermal windows proposed supported by an aluminum frame that will be surrounded by silver metal panels that look like wood planks. The previously proposed roof canopy over the ice rink were metal planks with a woodgrain finish that will look like wood planks. The amended material for the roof canopy is still a metal panel system, but an aluminum composite panel in lieu of planks. Previously, the applicant proposed the use of maple wood planks and at the corners there were noticeable seams, that would require trim pieces. Today, the applicant is proposing an aluminum composite metal panel system in a Scottish oak color. This aluminum composite panel material allows the panels to be fabricated and bent to eliminate seams and trims.

Per Section 405.1850 the maximum building height in the R-2 District is two stories or 30 feet above grade. The proposed building will be 20 feet in height, the HVAC equipment will be on the roof, screened with silver metal panels, and the total roof height will be +/- 25 feet. The board requested to have round white columns to mimic

some the existing buildings in Shaw Park. However, the applicant's representative studied the round column design and found that the circle columns look out of place and do not go with the architecture. Therefore, the applicant is proposing to keep the square columns and align them with the proposed enclosed beams. The applicant has changed the color of the columns and has incorporated enclosed beams to an off-white color from clear anodized aluminum columns. The new elevation shows the top of the ice rink canopy will be 31 feet in height. The ice rink canopy will need to be reduced 1 foot to 30 feet in order to comply with the Zoning Ordinance.

There are brick veneer retaining walls proposed to provide walkways, planter beds, and accommodate the elevation change from the proposed building to the ice rink. On the east elevation plan, the brick veneer wall is a proposed area for a future sign. Per

the Zoning Ordinance, one ground sign with a maximum area of twenty-five square feet is allowable. Currently, the size of the sign is unknown. Sign permits will be required and can be later attained through the Planning and Development Services Department. At the time of building permit application, the elevation and length of the retaining walls will be required to be submitted to staff for review.

There are three types of fencing proposed:

(1) A black aluminum 6-foot-tall fence will surround the ice rink and will be constructed next to the brick veneer retaining walls.

(2) A +/- 13 feet tall black chain-link fence is proposed to screen additional mechanical equipment required for a cooling tower system and is of an open air design in order to have circulation for the ice rink).

(3) A 42-inch black cable rail that will act as a safety barrier for the concrete bleachers located between the ice rink and the main building.

STAFF RECOMMENDATION IS TO APPROVE WITH THE FOLLOWING CONDITIONS TO BE REVIEWED BY STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT:

1. THE APPLICANT SHALL SUBMIT UPDATED PLANS SHOWING ELEVATIONS AND LENGTHS OF THE RETAINING WALLS AT THE TIME OF, OR PRIOR TO APPLICATION FOR A BUILDING PERMIT.
 2. THE APPLICANT SHALL OBTAIN SIGN PERMITS FOR THE PROPOSED GROUND SIGN AND WALL SIGNS PRIOR TO INSTALLATION
 3. THE APPLICANT SHALL SUBMIT REVISED PLANS SHOWING INDICATING THAT THE ICE-RINK ROOF CANOPY HEIGHT IS NO TALL THAN 30 FEET."
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PATTY DeFORREST (PD) – DIRECTOR OF PARKS AND RECREATION

CHRIS CHIODINI (CC) – ARCHITECT

CC – We have added a pathway to the tennis courts. One of the reasons we stayed with the square columns is when we introduce the beams it would look funny if we had round columns going up to a square beam. So that is why we stuck with the square/rectangular columns and it really reduces the width of the column. We can hug the steel a bit tighter. For the brick we are doing a running bond. They are a little more square edged with clean lines. It's the same color pallet as the pool house. The roof color as well we can get something that is very close to the roof as well but were looking at solar panels as well. The bottom of the beams are at 22'6" and the canopy is about 5' thick.

CHAIRMAN LICHTENFELD – I'm glad to see that the height or the vertical thickness has decreased. Right now it looks like the roof itself is sort of sliding on top of these six different structural supports. I don't know if there is some way to make that connection a little stronger between the port and the roof itself. Another comment, if

you could go to the view south along Brentwood – this is one massive roof. I mean I think I said it before, we could land one or two helicopters on it. This will appear to be the biggest installation compared to anything else in the park. Did I hear you mention solar panels?

CC – Yes, we are going to do an evaluation to see if solar panels will be something we could have.

CHAIRMAN LICHTENFELD – I think seeing something up there to break the flatness of the roof would be beneficial. I'm concerned about the view of that roof from the three high-rise residential buildings that overlook the park and will no longer see it. Nor will they be able to see any activity. They won't be able to see skaters anymore. In fact the only time skating will be viewable is when you are at ground level going by it. That will be a major change to what we have right now. The massiveness to me seems like it should be in a bigger, flat area. It just seems very alien in this location – the roof does. I'm really concerned about that roof when it goes up how it is going to look very out of place, how it's going to change the view and feeling of Shaw Park for quite along time.

CAROLYN GAIDIS – I appreciated the thickness of the roof in the past. The reason being is now I'm seeing this and it looks like a gas station. To me it looks like if I'm driving down that road this is where I stop to get gas. It's flat it's got columns, it's the same feel. I'm trying to advance this project so it can get built. I still that it should receive Brentwood with a higher angle or something that makes it more... maybe the solar panels will do that, but something that receives the street and encourages people to walk there because when I look at that, I don't want to. I preferred the previous one. I think the panels that you chose with the less joints is worse. If you can see more joints it looks like you planned where they were and that is some significance to the detailing as opposed to just having joints every 6-4 feet that happen to be there which could be anything. I feel like it got detailed down.

ROBERT DENLOW – Your job is to put a roof there and at the same time not make it look like a QuickTrip roof. I liked what Carolyn was showing me last week which was more of a sculpture, artistic look with angles. I mean at this point it would be nice, if we are going to create a giant roof top, make it nice to look at not just something were throwing on there. Not that you haven't come a long way or to diminish all your efforts but I just kind of think if that's what I see it does take away from the amenity of green trees and park. If we are going to require there be a roof, then the next best thing is lets make it a little eye candy, some artistic flare. Carolyn may have the idea, I'm not sure but something along that way instead of just a flat roof and some solar panels on top and that's going to help it, I just think somehow we should do better for Clayton.

HELEN DiFATE – I would agree that the roof needs something more playful, maybe sculptural. I understand the need for simplicity – there are budgets we have to work with but it is better but it still needs work. I think too, if you'd shown on the rendering the joining of the panels which would break up the monolithic tone, that would be better. Joints do become more obvious overtime because dirt accumulates, but if it could be somethings a little more sculptural.

ROBERT DENLOW – Can I ask with regard to passerby's in the car, will they see skaters?

CC – Yes, if you look at the landscape plan we haven't planted it as thick as it is now. The comments we've heard is that they want to see the activities. You're not just going to be seeing skaters, there will be a lot more activity than now. It's going to be a wall-less rec center.

ROBERT DENLOW – I think there is something magical about seeing skaters driving down Brentwood in the night when it's snowing. So I would like to see that.

RICHARD LINTZ – We want a roof, I think that feeling has been kicked around quite a bit and you can't do a roof over a skating rink without making it big so I guess the feeling is that yes it's going to be massive if we are going to leave the rink where it is, it's going to be massive. We have to accept that. So while I'm not crazy about the idea of it being massive, I understand that is the overriding characteristic is that we want a roof over the rink and we can't move the rink. I'd like the roof in a different part of the park, that said I think you did a great job of narrowing it down, I didn't really think of QT and I understand because it's a canopy and has pillars but the angles it projects gives a good feel to it. So that part I'm not concerned about. I like the white and I get why you can't do round. I think the trade off between narrowing the roof and not having round columns is a good one. I would like to do something on the building instead of just the aluminum because now they don't tie together. Is the roof going to look wood or it is wood?

CC – It will be a wood look.

GEORGE HETTICH – I understand the need for the roof and to expand the use from only a skating rink to an all seasons rec center. The roof itself – I'm wondering if there's a way to break that up into maybe three sections to have some offset roof lines, that may help break up the feel of the landing pad on top. Changes the elevation in the middle or do something but the scale of it is overwhelming. We've got to do something.

CAROLYN GAIDIS – I think it can be an art piece by itself and you don't have to change the levels. I think that the way to detail it could make it or break it. The detailing that you do on it, the columns and how they join with the roof material do some of the planks, some of the beams actually become of that other roof there's some kind of juncture instead of being propped on top. It seems like it's this hat put on someone's head as opposed to being pulled down so they become part of each other. So that kind of detailing could be in place with the same materials. It might actually make it a little more special.

PUBLIC COMMENT

RICK BLISS – WESTMORLAND

To read the staff report "The proposed design and building materials for the new multi-purpose facility will bring modern architecture to the southeast corner of Shaw Park. The existing ice rink building is a traditional style, primarily constructed of red brick with a gable roof and white painted pillars. The existing building is a similar style to the pool building directly north of the rink." I would add that it is a similar style to many other buildings in Clayton and that the new modern architecture with the proposed storefront style is not up to our standards. It does mimic what is going in at the Center of Clayton but throughout Shaw Park, this building, the police headquarters, Oak Knoll Park – are all more traditional. I would like to see white palladium windows that would tie into the columns if they are to remain white. I would like to thank Carolyn and Bob for pointing out it looks like a QT and there is more work to be done. I am opposed to the storefront windows especially.

CHAIRMAN LICHTENFELD – Patty, any comments?

PD – I would say that we have really struggled with what this design is going to look like. We were asked to add the roof, your concern is it's big but you're covering a rink and this is the size it has to be to accomplish that. We cannot make it smaller. We looked at multiple designs and this is the design we chose based on the research we did of ice rinks across the country. I don't know what the architects can do with these comments from tonight. This is the size of the cover we need if we are going to build a cover so I'm unsure what to do with the feedback from tonight. I'm unsure where to go from this other than a redesign. Carolyn mentioned something that maybe we can try.

CHAIRMAN LICHTENFELD – Hopefully the comments were given to be constructive and what we have seen throughout the design, sometimes a softer structure will be easier to see and will look smaller than a hard edged structure. So whether it be tiled up, to open it up more to the street, or softening the edges, we may be able to see that the same massiveness can be handled in the detailing that it be made to look a little softer.

CC – We were at 31 feet so right now we are at the maximum height allowable and we are right at budget so we have constraints on how dynamic we can be. Our biggest challenge and goal was to minimize the look of that 8 feet as much as possible and if we have to go higher than 30 feet we will require a variance from you to do so. Our goal was a minimal structure with the

RICHARD LINTZ – Does the landscape plan include trees that will on either end, rise up to mask some of it. Are they going to be tall trees?

CC – No, everything we’ve heard is people want to see the rink activities. We have heard a lot of people want visibility to be able to see their kids which is a security issue. Oak trees don’t work either because they don’t work with ice – they hold their leaves in the winter and the leaves get on the ice and get imbedded in the ice.

CHAIRMAN LICHTENFELD – WITH THIS DISCUSSION I THINK WE ARE GOING TO WANT TO SEE YOU BACK.

CAROLYN GAIDIS – MOTION TO TABLE.

RICHARD LINTZ – SECOND.

BOARD UNANIMOUSLY VOTES TO TABLE.

NEW BUSINESS

424 OAKLEY DRIVE – ARCHITECTURAL REVIEW BOARD – EXTERIOR ALTERATION/RENOVATION

Director Susan M. Istenes summarizes the following staff report: “The 4,748 square foot property is located south of the intersection at Shirley Drive and Oakley Drive. The property has a zoning designation of R-2 Single Family Dwelling District. The project consists of repairing the existing roof with Vermont green slate and adding a slate roof over a bump-out in the rear. The applicant is also proposing to add copper gutters and downspouts and to replace an existing door and all the windows.

The applicant is removing the black wood utility door in front of the existing home and proposing to replace it with a black clad window and treated wood panels underneath. The applicant proposes to remove the existing shutters. The south elevation shows a window being removed and infilled with brick to match the existing home. On the north and rear elevations, there is an existing bump-out that will have a small window, new black glass door, and an exterior light that will not exceed 75 watts.

STAFF RECOMMENDATION IS TO APPROVE AS SUBMITTED.”

TOM LUCAS (TL) – APPLICANT’S FATHER

TL – Addresses the Board and explains the project and provides samples of the roof and windows.

RICHARD LINTZ – MOTION TO APPROVE AS SUBMITTED.

HELEN DIFATE – SECOND.

BOARD UNANIMOUSLY APPROVES.

4 HILLVALE DRIVE – SITE PLAN REVIEW – NEW SINGLE-FAMILY RESIDENCE

Director Susan M. Istenes summarizes the following staff report: “The +/-20,000 square foot site is located on the corner of Hillvale Drive and Harcourt Drive. The property has a zoning designation of R-2 Single Family Dwelling District. The proposed project consists of the demolition of the existing house and detached garage and the construction of a 4,316 square foot single-family residence with an attached, 864 square foot three-car garage. The height of the proposed primary structure is +/- 27 feet as measured from the average existing grade to the mean height of the roof.

The purpose of the site plan review process is to provide a review of the following criteria listed below:

1. *A project's compatibility with its environment and with other land uses and buildings existing in the surrounding area.*
 - >> The surrounding properties contain single-family homes. The project meets the setback, height, and impervious coverage requirements of the R-2 Zoning District.
2. *The location and screening of a project's air-conditioning units and other associated equipment.*
 - >> The plans show the HVAC units located approximately +/- 8 feet from the side yard property line in the rear of the home with evergreen screening.
3. *The location, adequacy and screening for trash.*
 - >> Trash will be stored in a breezeway between the primary structure and the garage. The trash enclosure will be screened with a wood trellis. Staffs opinion is that the wood trellis can be seen through and is not an adequate screening material.
4. *Provisions for storm surface drainage shall be in accordance with the City's design standards. Stormwater drainage shall be connected to a storm sewer whenever one is available as determined by the City. Disposal of storm or natural waters both on and off the site shall be provided in such a manner as not to have a detrimental effect on the property of others or the public right-of-way.*

Impervious Coverage

- >> R-2 District limits impervious coverage to 55 percent of the total lot area. For this project, the existing impervious coverage on site is 19.5 percent. The plans increase the impervious coverage to 25.8 percent.

Stormwater Runoff

- >> The existing stormwater runoff, according to the MSD 15 year, 20 minute storm calculation is 0.61 cubic feet per second (CFS). The proposed runoff is 0.62 CFS, which represents a 0.01 CFS increase. The additional runoff will be carried into an 8 inch perforated pipe surrounded by a French drain in the front yard that will be discharged into an inlet located on Hillvale Drive. The stormwater plan has been reviewed and deemed acceptable.

5. *The applicant is required to submit a separate landscape plan showing existing trees, trees to be removed and trees to be replaced by canopy cover, species and condition. Such plans must reflect City of Clayton preservation standards.*
 - >> The proposed landscape plan provides an attractive planting design of trees, shrubs, perennials, and groundcover. There are nine street trees and 22,507 square feet of existing canopy coverage on site with 11,020 square feet being removed. The plan provides a surplus of 7,729 square feet of canopy coverage and meets the native tree requirement with 63.6 percent native.
6. *The site plan must state that all driveways, sidewalks, curbs and gutters are to be installed in accordance with the standards prescribed by the Public Works Department.*
 - >> The site plan states that all driveways, sidewalks, curbs and gutters are to be installed in accordance with the standards prescribed by the Public Works Department.
 - >> The site plan calls out the driveway and concrete to be exposed aggregate, which is a permitted use of concrete.
7. *Provision of hookups to public utilities connections shall be installed in accordance with the standards of the Public Works Department. All connections shall be shown on the site plan.*
 - >> The location of the gas, sewer and water connections from the main to the house are shown underground in the front and rear yards. The electric line will start underground along the east corner of the rear yard and connect in the rear of the house. The Public Works Department finds the utilities plan acceptable.
8. *All developments shall provide adequate lighting to assure safety and security. Lighting installations shall not have an adverse impact on traffic safety or on the surrounding area. Light sources shall be shielded and there shall be no spillover onto adjacent properties*
 - >> Exterior lighting is proposed at the exterior doors. All exterior lights will be 75 watts or less.

In considering and acting upon site plans, landscape plans and other applicable plans, the Plan Commission shall take the following objectives into consideration:

1. Creation of a desirable environment.
2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities.
3. Combination and coordination of architectural styles, building forms and building relationships.
4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features and the prevention of soil erosion.
5. Preservation of buildings which are architecturally or historically significant or contribute to the character of the City.
6. Use of design, landscape or architectural features to create a pleasing environment.
7. Inclusion of special features.
8. Elimination of deteriorated structures or incompatible uses through redevelopment or rehabilitation.

The height, setbacks and impervious coverage as proposed are in conformance with the requirements of the R-2 Single Family Dwelling District. Stormwater will be adequately managed on site and the landscape plan features plantings that are appropriate for the size of the site and character of the neighborhood. Staff is of the opinion that the project meets the criteria for site plan approval.

STAFF RECOMMENDATION IS TO APPROVE WITH THE FOLLOWING CONDITIONS TO BE REVIEWED BY STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT:

1. TO ENSURE THE FUTURE MAINTENANCE AND OPERATION OF THE FRENCH DRAIN SYSTEM THE APPLICANT SHALL RECORD THE APPROVED SITE PLAN WITH ST. LOUIS COUNTY AND SUBMIT PROOF OF RECORDING TO THE CITY.
 2. THE TRASH ENCLOSURE SHALL BE REDESIGNED TO INCORPORATE AN OPAQUE MATERIAL THAT IS ADEQUATE FOR THE REQUIRED SCREENING AND SHALL BE SHOWN ON THE PLANS.
 3. ALL EXTERIOR LIGHTS SHALL BE 75 WATTS OR LESS AND SHALL BE SHOWN ON THE PLANS.”
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MARK RUBIN (MR) – ARCHITECT

CHAIRMAN LICHTENFELD – Mark is that window all fiberglass?

MR – Yes, it is.

MR – The project is approximately 4,300 square feet with a 3 car detached garage. Susan went over the site details and how we are draining the stormwater and the landscaping. I welcome your questions and/or comments.

CHAIRMAN LICHTENFELD – How many houses in Claverach Park have their garage doors facing the street?

MR – Not very many. This is site plan number 2, we made this adjustment to save a street tree. We are maintaining the curb cut and the original site plan had us removing the street tree. Previously the garage was configured to have a courtyard that was faced in towards the home with a courtyard and we altered the design of the garage in order to avoid the street tree. So, we can't really, if you can picture here, if we moved further to the south, then our entry would push towards the sidewalk and the house so we did this in response to the landscape architects comments to preserve that tree.

CHAIRMAN LICHTENFELD – I like where the apron for the driveway is coming in, but I'm questioning the three car detached garage and why it isn't rotated 90 degrees so that the short end faces the street and the three car garage doors face north. That way you would have much less pavement in front of the house, and you would have less greenery up against the north property line. I think it would look better, it's a very nice looking house but it's sort of like it has a caboose hanging on it right now with the three car garage. It seems it would look better if that garage were rotated. I noticed the garage is 36 feet long and the depth of your house east to west is about 36 feet.

MR – Correct. With facing the garage doors to the north, with that depth that we have, we really don't have enough room for an adequate turn table behind it. We are at the building line to the south. Being a corner lot, we have two front yards. It's a tough lot. The first plan we had the garage doors were facing south, with a courtyard on the interior. But that triggered the issue of where we were bringing the driveway in. It would trigger you moving the driveway past the street tree and then you are in the front yard. You are driving in through your front yard to get to your garage which is awkward or to your point, if you were to address it, you don't have enough distance with this angle you'd be pushing the garage up against the home.

CAROLYN GAIDIS – Is it a bad thing to have an attached garage?

MR – It would be awkward on the side with your long view. If this were to rotate 90 degrees, you still don't have enough distance.

CHAIRMAN LICHTENFELD – I played architect and I did an overlay and I rotated it, keeping the south side of the garage where you’ve shown it and I think I had a minimum of +/-25 feet working with this small scale working with the northeast corner of the garage with the doors facing north and then it got larger as you went west but that allows you to bring the drive in where you have it and more or less straight in with a slight curve.

MR – So you’re attached to the home?

CHAIRMAN LICHTENFELD – No I left the 10’7” dimension in there and still had roughly 25’. I think it would fit in the neighborhood much better and allow the appearance to be focused on much more than the house and the garage.

MR – Like I said we were reacting in response to the landscape architects’ comments and saving the existing tree. This design does gain some additional green space behind the home. We are trying to preserve some greenspace.

CHAIRMAN LICHTENFELD – I get that but we are looking at the context of the neighborhood and the overall site plan. I think as is it is not in character with the context of the neighborhood.

RICHARD LINTZ – And why does it need to be a detached garage and not an attached garage? That would give you another 10 feet.

MR – It can be, but when you make it detached, we can push further into the rear yard setback. The setback is 50 feet on the Harcourt side. We are up to the building line on both sides. This actually the north side (rear yard) so a detached gives us some latitude with building closer to that north boundary line. You can go up to 5 feet.

CHAIRMAN LICHTENFELD – I think there are many ways you can massage it to make it more in keeping with the rest of the neighborhood.

RICHARD LINTZ – I think you should try rotating it.

CAROLYN GAIDIS – I had the same comments. I had a couple comments about the plant choices – the use of vinca, that is a Missouri invasive species so that should be a no. Crape Myrtle is not invasive, but it does not do well here, creeping jenny can be invasive.

PUBLIC COMMENT

ANDREA VAN CLEVE – HILLVALE

I am across the street from this property and from my vantage point, I agree with your comment about the monolithic massive structure that is the three car garage to the front of the house. It is a very attractive house. I prefer the earlier plan which has the garage doors facing to the south, it was much more suitable. I am in favor of saving the tree but has anyone looked at the health of the tree. There are a number of trees along that stretch that are unhealthy. I would hate to see a plan made around a tree that is scheduled to come down.

CHAIRMAN LICHTENFELD – Throughout the City we prefer the garage doors do not face the street. Corner lots are problematic but here I feel you have the opportunity to take another look.

CHRIS SCHMIDT – HILLVALE

I would second Andrea’s comments regarding the garage. I liked the original plan a lot.

CAROLYN GAIDIS – Pin oak, fair condition.

SUSAN M. ISTENES – It is really something that needs to be discussed with Public Works.

MR – I would go back to my first design if we can remove that tree.

CAROLYN GAIDIS – When I looked at the tree it would have called it fair to good. What I would be more aware of is the critical root zone. The top 10-12” of soil is how the trees eat so the critical root zone is more important than a drip line.

MR – It would be great if I could preserve the approach, that is to my benefit – winding it around, we looked at some of those radii, but it gets a little extreme. When it was facing to the south it created this environment between the garage and the home, it was nice.

CHAIRMAN LICHTENFELD – SO YOU WILL BE COMING BACK SO WE WILL TABLE THIS AND THEN THE ARCHITECTURAL REVIEW AS WELL.

DAVID GIPSON – MOTION TO TABLE SITE PLAN REVIEW.

RICHARD LINTZ – SECOND.

BOARD UNANIMOUSLY VOTES TO TABLE.

CAROLYN GAIDIS – MOTION TO TABLE THE ARB UNTIL SPR IS REVIEWED.

HELEN DiFATE – SECOND.

BOARD UNANIMOUSLY VOTES TO TABLE.

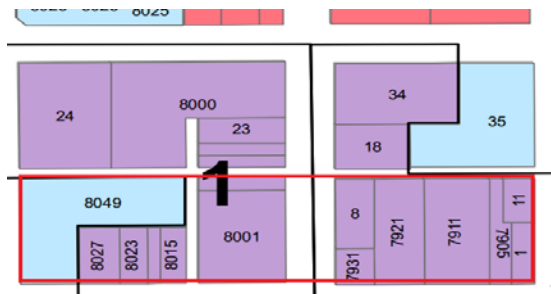
PUBLIC HEARING

8049 FORSYTH BOULEVARD – REZONING/PLANNED UNIT DEVELOPMENT – NEW MIXED-USE

Director Susan M. Istenes prepared the following staff report, however, did not read the report but rather, let the applicant explain their changes: “This request is for a public hearing to solicit input regarding the rezoning and Planned Unit Development for a proposed mixed-use development. The rezoning and Planned Unit Development are being considered together in this report. This project will also require approval by the Plan Commission (Site Plan), Architectural Review Board (Architectural Plans) and approval of a subdivision plat by the Board of Aldermen. The purpose of the planned unit development process is to foster appropriate use of existing buildings and enable compatible redevelopment which provides public benefits as identified in Section 405.1380 and achieves the objectives outlined in Section 405.1360. A PUD must provide public benefits to the surrounding neighborhoods and to the City above and beyond what can be reasonably achieved by application of the zoning provisions applicable to the underlying zoning district.

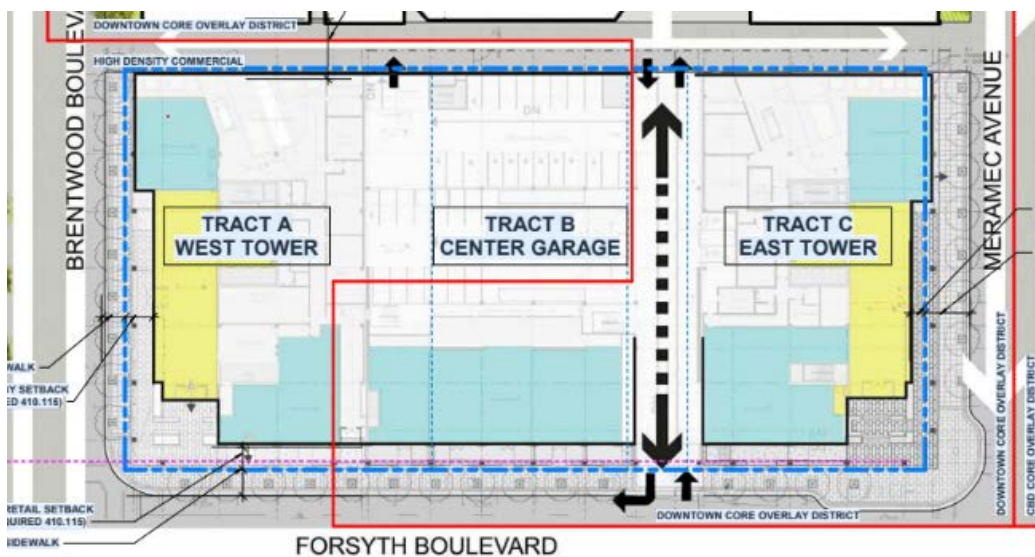
The 90,904 square foot site is located on the north side of Forsyth Boulevard between North Brentwood Boulevard and North Meramec Avenue (site outlined in red, below). The properties shown in light purple, have a zoning

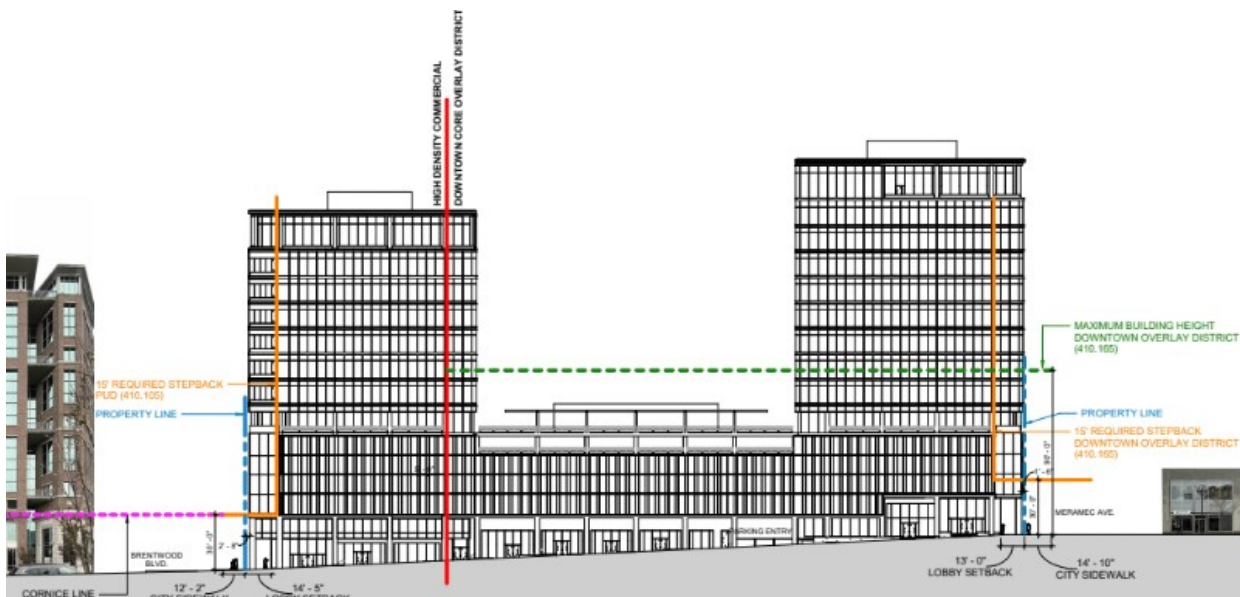
designation of HDC High Density Commercial District and are within the Downtown Core Overlay District (DTO). The property located at 8049 Forsyth Boulevard (light blue) has a zoning designation of Planned Unit Development. The entire site is currently made up of multiple parcels, and a portion of the north/south alley which will be vacated, and are currently improved with multiple, two-story buildings and a surface parking lot. The property will be rezoned from PUD and HDC, to PUD.



The new project consists of the demolition of the existing parking lot and structures and the construction of two mixed use commercial/office towers and a parking garage. The west tower (Tract A) will have approximately 11,484 square feet of ground floor retail space and 226,152 square feet of office space and is proposed to be 14-stories in height. The east tower (Tract C) will have approximately 6,571 square feet of ground floor retail space and 267,591 square feet of office space and is proposed to be 16 stories in height. Structured parking will be developed on Tract B, providing 1,257 parking spaces including 40 spaces available for public parking. Approximately 2 levels of the structured parking will be underground on the east side of the project for a total of 7 stories in height. On the top of the parking structure, a roof top terrace garden is proposed. Access to the parking structure on site is proposed from the existing east-west alley off Brentwood Boulevard.

The proposed development will be urban in character and will maintain a consistent street wall along the street frontage for an extensive distance. City standard streetscape will be installed along the project limits. Vehicular access to the site is provided from the east/west alley between Brentwood Boulevard and Meramec Avenue, and Forsyth Boulevard.





This project seeks relief from certain development standards that are set forth in the current zoning district (HDC and PUD) and other requirements of the Downtown Core Overlay (DTO) District. The current required development standards and the proposed modifications to those standards are identified in the table below. The number of requested modifications to the development standards that are required by the design of the project drive the amount of public benefits the developer is required to provide in terms of a point scale that is set forth in Section 405.1380 of the Zoning Regulations.

Requested Code Alternatives requiring a Waiver

Development Standard	Requirement	Proposed	Waiver Required
Height (PUD)	22 stories or 253.8 feet	18 stories or 240 feet	No
Height (DTO)	7 stories or 90 feet (maximum)	18 stories or 240 feet	Yes
Building Setback (PUD)	5 feet at second story	14'4" lobby setback on the Western façade. The design includes a 13' lobby setback on the Eastern façade	No
Building Setback (DTO)	15 feet at 3 rd story or 30 feet above grade, along elevations with street frontage, excluding alleys where height is exceeded through PUD	Building setbacks are shown on the Conceptual PUD plan. A waiver will be required for building setbacks above 3 rd story, as building line extends to property line above 2 nd floor.	Yes
Floor Area Ratio (FAR PUD)	12.67	5.625	No
Floor Area Ratio (FAR DTO)	3 (maximum)	5.625	Yes
Setback (rear PUD)	0	0	No
Setback (rear DTO)	15 feet (minimum)	0	Yes

Setback (front PUD)	0	20 Feet	No
Setback (front DTO)	none	20 Feet	No
Setback (side)	none	12 Feet	No
Ground Floor Uses (DTO)	Retail, personal care, or similar	Retail, Bank lobby	No
Ground Floor Uses (PUD)	Retail	Retail, office lobby	No
Parking (automobile)	Retail discrepancy	1,257 spaces	No
Parking (bicycle)	12 racks (minimum)	Minimum of 14	No

DTO = Downtown Overlay District

PUD = Planned Unit Development

All Planned Unit Developments shall provide at least one (1) public benefit or combination of public benefits that total at least ten (10) points beyond those additional points required for any desired code alternatives, even if no code alternative is requested. After the minimum ten (10) points are achieved, for each code alternative requested thereafter, the developer shall provide a public benefit or combination of public benefits totaling at least five (5) points. For multiple requests for the same alternative (i.e. side yard setback alternatives on two sides) only one (1) public benefit totaling five (5) points is required. The total amount of points required to be achieved as a result of providing public benefits in this case is 30. (See chart below).

NUMBER OF POINTS REQUIRED

Development Standard	Requirement	Proposed	Waiver Required	Points	Notes
REQUIRED				10	
Height (DTO)	10 Feet	7 Feet	Yes	5	
Building Setback (DTO)	15 feet at 3 rd story or 30 feet above grade	Building line extends to property line above second floor	Yes	5	
FAR (DTO)	Maximum of 3	5.625	Yes	5	
Setback (REAR) (DTO)	15	0	Yes	5	
TOTAL				30	

A PUD must provide public benefits to the surrounding neighborhoods and to the City above and beyond what can be reasonably achieved by application of the zoning provisions applicable to the underlying zoning district. The Board of Aldermen may approve alternatives to the zoning regulations, subdivision regulations or design standards applicable to the property proposed to be rezoned to a planned unit development, in exchange for developer provided public benefits, as authorized in Section 405.1380. Section 405.1380(B)(1-15), characterizes those public benefits that are considered appropriate examples of benefits and Table 405.1390.1 assigns each listed benefit a maximum point value. All planned unit developments shall provide at least one (1) public benefit or combination of public benefits that total at least ten (10) points beyond those additional points required for any desired code alternatives, even if no code alternative is requested. Public benefits are not limited to those outlined in Section 405.1380(B)(1 — 15), and a developer may propose different public

benefits in their application for PUD rezoning per 405.1380(B)(16). For this project a minimum of **30 points must be obtained.**

Point Table proposed by Developer per requested deviations:

Code Section	Public Benefit	Requested Points	Staff Points	Developer Comments
405.1380(B)(1)	Architectural Significance	4	3	The building will include a 16-foot-high street level arcade that lifts the building podium and is clad with a composition of thin angular fins that include color treatments to artfully modulate and create texture to the podium. The garage is screened with angular fins and complimented with vertical landscaped areas including the podium corners of Meramec and Brentwood
405.1380(B)(3)	New Public Infrastructure	4	0	The development will incorporate as much as 14' setback at the corners of Forsyth & Brentwood, and Forsyth & Meramec which will enhance the pedestrian experience and include landscaped planters, and outdoor seating. This setback is in addition to the existing 12' city sidewalks, which will be reconstructed as part of the development and brought up to City standards
405.1380(B)(6)	Protection or addition of Green Infrastructure	5	4	The building's garden terrace will include a green roof system that filters stormwater runoff. The building will also include solariums filled with natural plants and trees at both corners of the podium, as well as in the center of the podium.
405.1380(B)(7)	Dedication of land to City	3	0	Developer will widen alley at the north side of the building to 24 feet
405.1380(B)(8)	Below Grade Parking	10	5	286 below grade parking spaces will eliminate the massing of the parking

				structure and provide 40 public parking spaces for retail visitors. The below grade parking structure will also provide parking spaces for the tenants
405.1380(12)	Public Art	5	0	The buildings will include public art pieces at both the western and eastern tower open entry areas. Both development parties are committed to incorporating meaningful and lasting art into the ground floor areas. Owners of the western tower will commission an artist for public art/sculpture.
405.1380(B)(13)	Open space for public	5	4	Garden terrace located on the top floor of the parking structure will be a truly unique amenity to the property and the City of Clayton. As part of its agreement with the City of Clayton, the Developer will open the garden terrace up for a minimum of 4 public events each year, such as the movie nights, Parties in the Park, and Fall Fest. The garden terrace will include a platform/stage for music, movies, and performances, seating areas, and a trellis feature. The garden terrace will be visible from the upper floors of all nearby buildings and will create a seamless "green" connection to Shaw Park.
405.1380(B)(15)	Enhancement of Streetscape	5	0	Streetscape along Forsyth, Brentwood and Meramec Avenues will be brought up to current standards by providing 3 additional Parking Pay Stations, bicycle parking near retail areas, updated traffic controller and pedestrian access controls.
405.1380(B)(16)	Any other public benefit	5	4	Art/Ent Venue at ground level

				of west tower which may house a restaurant, bar, nightclub or theater
405.1380(B)(16_	Any other public benefit	5	5	Electric vehicle charging stations will be provided at each level of the garage.
TOTAL		51	25	Required: 30 points

Point analysis:

- 1) **405.1380(B)(1) Architectural Significance:** *Constructing buildings exhibiting Architectural distinction and significance that would make the development unique.*

Applicants response: The building will include a 16-foot-high street level arcade that lifts the building podium and is clad with a composition of thin angular fins that include color treatments to artfully modulate and create texture to the podium. The garage is screened with angular fins and complimented with vertical landscaped areas including the podium corners of Meramec and Brentwood.

Staff Analysis: The architecture of the buildings provides some unique features such as the solariums at each building's corners, and the arcades and the landscaped areas on the building frontages. The building design is respectful of the views of and adjacency to Shaw Park, as set forth in the Park View District of the Downtown Master Plan. While the tower buildings provide some areas of distinction, the overall design is representative of typical podium style buildings with a monolithic, horizontal form that is not articulated in any manner. The appearance is also greatly influenced by the lengthy extent of the open-air parking garage façade on Forsyth Avenue.

- 2) **405.1380(3) Provision of new or enhanced public infrastructure:** *greater than the minimum code requirements or as required as a result of a traffic, parking or similar study, and including, but not limited to, the establishment of onsite common areas (exclusive of yards as defined herein), streets, curbs, sidewalks, sanitary sewers, stormwater sewers, landscape buffers, lighting and public parking.*

Applicants response: The development will incorporate as much as 14-foot setback at the corners of Forsyth and Brentwood, and Forsyth and Meramec which will enhance the pedestrian experience and include landscaped planters, and outdoor seating. This setback is in addition to the existing 12-foot-wide City sidewalks, which will be reconstructed as part of the development and brought up to City standards

Staff Analysis: The proposed arcade design provides an enhanced, sheltered walkway for pedestrians. The proposed street furniture and planter boxes enhances the street side public space. Points cannot be awarded for bringing sidewalks and streetscape up to City required standards.

- 3) **405.1380(B)(6) Protection and addition of green infrastructure.** *Projects which provide and protect green infrastructure such as planned and managed networks of open spaces (including parks) and*

features that use natural means such as vegetation to capture, store and infiltrate stormwater runoff (including bioswales, green roofs, and rain gardens).

Applicant's response: The building's garden terrace will include a green roof system that filters stormwater runoff. The building will also include solariums filled with natural plants and trees at both corners of the podium, as well as in the center of the podium.

Staff Analysis: It's unclear at this time how the rooftop water management system will function, however, the rooftop garden is consistent with natural means to capture, store and infiltrate stormwater.

- 4) **405.1380(B)(7) Dedication of land to the City for purposes of widening or improving the adjoining right-of-way.**

Applicant's response: Developer will widen alley at the north side of the building to 24 feet.

Staff Analysis: Points cannot be received for City requirements such as planting city street scape or widening an alley, per 405.1380.B.3. The developer notes that they had purchased the parking lot from the City including the 4 feet along the east/west alley that they will be required to dedicate to the City for alley widening. For that reason, they have requested points for the dedication. However, for this project, the City is also vacating a portion of the east/west alley and a building will be constructed over what will be a former alley. Typically, when alleys are vacated the property formerly comprised of the alley is split down the middle and given to the adjoining property owner's (assuming there is more than one). The area of dedication via widening equals 1,070 square feet. The area of vacation equals 4,400 square feet. Therefore, staff believes points are not warranted. Additionally, widening the alley to 24 feet is a city minimum standard that is required of all developments in similar situations, therefore, no points can be awarded.

- 5) **405.1380(B)(8) Below Grade Parking.** *Inclusion of a below grade parking facility with spaces specifically available and designated for public parking and located underneath the proposed development.*

Applicant's response: 286 below grade parking spaces will eliminate the massing of the parking structure and provide 40 public parking spaces for retail visitors. The below grade parking structure will also provide parking spaces for the tenants. Including below grade parking will eliminate the massing of the parking structure and will provide parking spaces for the tenants of the East and West Tower.

Staff Analysis: The parking structure is primarily located above grade and its location is contradictory to the Downtown Overlay District which directs parking towards the center of the site as opposed to street frontages. 286 spaces of the proposed 1,257 is approximately 23 percent of the total number of spaces that will be located below grade (per the developer) which equates to less than two stories below grade. The proposed garage does provide 40 spaces for public parking.

- 6) **405.1380(B)(12) Public Art.** *A significant form of public art in any media that has been planned and executed with the intention of being staged on private property, outside, which is accessible to the public.*

Applicant's response: The buildings will include public art pieces at both the western and eastern tower open entry areas. Both development parties are committed to incorporating meaningful and lasting art into the ground floor areas. Owners of the western tower will commission an artist for public art/sculpture.

Staff response: The intent of the code is for Art to be externally located and available to the public. Not enough information has been provided by the applicant to consider point values. Points may be possible if the design and location is indoors but is visible and accessible to the public from the street and sidewalk. Applicant has revised the first submittal which now indicates that the owners of the western tower will commission an artist for public art/sculpture. More detailed information will be necessary in order to accurately assess points.

- 7) **405.1380(B)(13) Garden terrace.** *An appropriate amount of open space is provided and available for active or passive use by the public such as courtyards, grassed areas, patios, landscaped spaces.*

Applicant's response: A garden terrace located on the top floor of the parking structure will be a truly unique amenity to the property and the City of Clayton. As part of its agreement with the City of Clayton, the Developer will open the garden terrace up for a minimum of 4 public events each year, such as the movie nights, Parties in the Park, and Fall Fest. The garden terrace will include a platform/stage for music, movies, and performances, seating areas, and a trellis feature. The garden terrace will be visible from the upper floors of all nearby buildings and will create a seamless "green" connection to Shaw Park.

Staff Analysis: The garden terrace has limited access to the public and is elevated from the street, therefore access to the terrace, use of the terrace and views of the terrace are for the most part, private. However, it is a positive amenity from the standpoint of preserving green and open areas and to break up the typical concrete massing of the top of a parking garage.

- 8) **405.1380(B) (16)** *Any other public benefit which is determined by the Board of Aldermen to meet the purpose and objectives set forth in Section 405.1360.*

Applicant's response: An Arts and Entertainment venue is planned for at ground level of the West Tower which may house a restaurant, bar, nightclub, or theater.

Staff Analysis: Full points awarded.

The approval criteria are set forth in Section 405.1410 and are designed to achieve the objectives as set forth in Section 405.1360 of the Zoning Code. The Plan Commission may recommend, and the Board of Aldermen may adopt modifications to the requirements contained in Chapter 405.010 et. seq. titled Zoning Regulations as amended and Chapter 415.010 et. seq. titled Subdivision Regulations as amended, as part of its consideration and approval of a planned unit development to the Board of Aldermen approval, approval with conditions or denial of the development plan. In considering and acting upon development plans, landscape plans and other applicable plans, the Plan Commission shall take the following objectives into consideration through the planned unit

development process:

- 1) *The proposed development is in harmony with general purposes and intent of Chapter 405 of the Municipal Code and is compatible with and implements the planning goals and objectives of the City as set forth in the City's Master Plans;*
 - >> The site is in the Park View District, as identified in the Downtown Master Plan. The vision for the Park View District is to “create a neighborhood along the park that takes advantage of the valuable views of Shaw Park and transforms the urban edge of the park into an active street life environment with sports, culture and entertainment venues.”
 - >> The proposed development will be urban in character and will maintain a consistent street wall along the street frontage. The proposed uses and design will increase pedestrian activity levels and activate the corners of Brentwood Boulevard and Meramec Boulevard with new retail establishments. Staff is of the opinion that the proposed development is consistent with the Downtown Master Plan.
- 2) *The quality and quantity of public and common open space and landscaping provided are consistent with higher standards of design and amenities expected of a PUD. Common spaces are adequate in size and design to accommodate public use:*
 - >> Criteria met. The proposed landscape enhancements to the street scape, the building and the roof top garden coupled with the arcade design of the building along the street frontages will provide amenities to both pedestrians, occupants of the building and the general public, to a certain extent.
- 3) *Streets, sidewalks, pedestrian ways, bike paths, off-street parking and loading as appropriate to the planned land uses are provided and meet the City of Clayton standards. They will not unduly interfere with the safety and capacity of adjacent streets, or other means of access to the site.*
 - >> Criterial met. The proposed parking, streets, access points and loading zones are appropriate to the type and extent of development proposed.
- 4) *The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians and provides public access to green areas and open space preserved on site which are designated for public use.*
 - >> Criterial met. The internal circulations systems provide for safe movements of pedestrians and vehicles. Public access to green areas is limited to those landscape enhancements that are planned for the streetscape and to a limited extent, the proposed solariums inside the buildings.
- 5) *The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations.*
 - >> Criteria met. The proposed project is compatible with surrounding developments in terms of intensity of land use and makes more efficient use of land than the existing low rise, two story office uses. The project represents a redevelopment of ½ of an existing City block which allows for integrated design as opposed to redevelopment of individual lots with separate buildings.
- 6) *Existing or proposed utility services are adequate for the proposed development.*
 - >> Criterial met. Adequate utility services are available for the proposed development.
- 7) *Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.*

>> Criteria met. Surrounding land uses are similar in nature and scale. The closest residential property is one block to the north and across Maryland Avenue. There is an existing office building which provides a buffer between the proposed project and the residential property to the north.

- 8) *The design of the project is as consistent as practical with the preservation of natural features of the site such as stands of mature trees, steep slopes, natural drainage ways, or other area of sensitive or valuable environmental character. The topography of the property is preserved to the greatest extent possible.*

>> The topography of the property is preserved to the greatest extent possible. There are no other existing natural features of the site.

- 9) *The proposed site layout and uses are compatible with the neighborhood surrounding the proposed development and the City as a whole.*

>> The proposed layout of the site and the land uses overall, are compatible with the neighborhood and the proposed development and the City as a whole. Adjacent land uses include a Special Development District with office/commercial to the west and office/retail uses to the north, east and south.

The proposed development complies with all other codes and ordinances.

- 10) *The proposed development preserves buildings which are architecturally or historically significant or contribute to the character of the City.*

>> The existing site is developed with a surface parking lot and a few smaller buildings that are not historically significant or contribute to the character of the City.

- 11) *The proposed development provides the required number of points to the extent outlined in Section 405.1380.*

>> See analysis above. As of the writing of this report, the developer has not achieved the minimum amount of points required by Code.

- 12) *The PUD will not be detrimental to the public health, safety or general welfare.*

>> Provided the development is built in accordance with the zoning ordinance, this PUD ordinance, the approved site plan and all applicable building and safety codes, the PUD should not be detrimental to the public health, safety or general welfare.

Portions of the property have a zoning designation of Downtown Core Overlay with a base zoning of High-Density Commercial District and Planned Unit Development (PUD). The Downtown Core Overlay seeks to maintain a retail center development pattern and foster a pedestrian friendly environment. The remainder of the property has a PUD zoning designation. Rezoning to a mixed use planned unit development district is allowed only in areas where the existing zoning designation is non-residential, the proposed building(s) totals fifty thousand (50,000) gross square feet or more, and are located in overlay districts requiring planned unit development designation.

Mixed use planned unit developments are appropriate when the project incorporates at least two (2) of the following four (4) categories of use and the existing zoning allows for mixed use development.

The first floor of any mixed-use building shall be dedicated to commercial land uses with public entrances to these uses that front along a major street; non-residential uses are also allowed on other floors of a mixed-use building.

- 1) Office use;

- 2) Commercial land uses such as, retail, restaurant, entertainment venues, etc.;
- 3) Residential use;
- 4) Hotel;
- 5) Hotel and public restaurant (shall qualify as a mixed-use project and the gross square foot limitation per 405.1370 (E) shall not apply).

The proposed development will activate the corners of Forsyth Boulevard and Brentwood Boulevard and Forsyth Boulevard and Meramec avenue. It will connect to the existing restaurant node at the corner of Brentwood Boulevard and Maryland Avenue and the office node to the south and retail node to the east. The addition of street-level retail and office space fulfills goals of the Downtown Master Plan and will capitalize on views of Shaw Park and the recently completed Chapman Plaza. Staff is of the opinion that the development is consistent with the current zoning code requirements for Planned Unit Developments and meets the provisions of the land use policies contained in the Downtown Clayton Master Plan. Staff is of the opinion that the proposed use will be compatible with surrounding uses.

STAFF RECOMMENDATION IS TO RECOMMEND APPROVAL OF THE REZONING AND PLANNED UNIT DEVELOPMENT TO THE BOARD OF ALDERMEN WITH THE FOLLOWING CONDITIONS:

**DEVELOPMENT COMMITMENTS
FORSYTH POINT PUD
DRAFT**

A. TRANSPORTATION

THE DEVELOPMENT OF THIS PUD SHALL BE SUBJECT TO AND GOVERNED BY THE FOLLOWING CONDITIONS:

- 1) THE DEVELOPER SHALL COMPENSATE THE CITY FOR THE COST TO OPTIMIZE THE ADJACENT TRAFFIC SIGNALS FROM INITIAL OCCUPANCY UNTIL FULL OCCUPANCY. THE CITY OF CLAYTON SHALL MANAGE THE SIGNAL OPTIMIZATION, POST CONSTRUCTION, AND DETERMINE THE FREQUENCY AT WHICH OPTIMIZATIONS ARE NEEDED.
- 2) ALL DELIVERIES TO THE SITE SHALL OCCUR IN THE DESIGNATED LOADING ZONES; NO DELIVERIES WILL BE MADE FROM THE ALLEY OR THE ADJACENT STREETS.
- 3) A MINIMUM OF 40 PARKING SPACES FOR GENERAL PUBLIC USE SHALL BE PROVIDED WITHIN THE GARAGE AND MAINTAINED FOR THE LIFE OF THE PROJECT.

B. ENVIRONMENTAL/LANDSCAPE

THE DEVELOPMENT OF THIS PUD SHALL BE SUBJECT TO AND GOVERNED BY THE FOLLOWING CONDITIONS:

- 1) THE LOCATION AND SIZE OF THE PROPOSED LANDSCAPE PLANTERS LOCATED IN THE PUBLIC RIGHT-OF-WAY (SIDEWALK) ARE SUBJECT TO THE APPROVAL OF THE PUBLIC WORKS DEPARTMENT AND REQUIRE A RIGHT-OF-WAY PERMIT, PRIOR TO THEIR INSTALLATION.
- 2) THE PROPOSED LANDSCAPE PLANTERS LOCATED IN THE PUBLIC RIGHT-OF-WAY ARE INTENDED TO BE AN ENHANCEMENT TO THE DESIGN AND APPEARANCE OF THE PROJECT. THEIR REMOVAL OR RELOCATION SHALL BE SUBJECT TO MUTUAL AGREEMENT BETWEEN THE CITY AND THE DEVELOPER OR PROPERTY OWNER, AND SHOULD THEY BE REMOVED OR REPLACED, AN ADEQUATE SUBSTITUTE FOR PROPERTY ENHANCEMENT SHALL BE AGREED UPON BY THE CITY AND THE DEVELOPER OR PROPERTY OWNER. ALL RIGHT-OF-WAY PLANTERS AND PLANTINGS CONTAINED THEREIN, SHALL BE MAINTAINED IN GOOD AND LIVE CONDITION BY THE DEVELOPER/PROPERTY OWNER.
- 3) ALL LANDSCAPE PLANTINGS LOCATED ON THE GREEN WALLS, IN THE SOLARIUMS, WITHIN THE SKY GARDENS, LANDSCAPE PLANTERS AND THE GARAGE ROOFTOP OUTDOOR SPACE SHALL BE PLANTED WITH

PLANTINGS THAT WILL RETAIN YEAR-ROUND GREENERY. MAINTENANCE OF THE PLANTINGS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER OR PROPERTY OWNER.

C. PLANNING/ZONING

THE DEVELOPMENT OF THIS PUD SHALL BE SUBJECT TO AND GOVERNED BY THE FOLLOWING CONDITIONS:

D. MISCELLANEOUS

THE DEVELOPMENT OF THIS PUD SHALL BE SUBJECT TO AND GOVERNED BY THE FOLLOWING CONDITIONS:

- 1) ISSUANCE OF A DEVELOPMENT PERMIT BY THE CITY DOES NOT IN ANY WAY CREATE ANY RIGHTS ON THE PART OF THE APPLICANT TO OBTAIN A PERMIT FROM A LOCAL, STATE OR FEDERAL AGENCY AND DOES NOT CREATE ANY LIABILITY ON THE PART OF THE CITY FOR ISSUANCE OF THE PERMIT IF THE APPLICANTS FAILS TO OBTAIN REQUISITE APPROVAL OR FULFILL THE OBLIGATIONS IMPOST BY A LOCAL, STATE OR FEDERAL AGENCY OR UNDERTAKES ACTIONS THAT RESULT IN A VIOLATION OF LOCAL, STATE OR FEDERAL LAW.
 - 2) ALL OTHER APPLICABLE LOCAL, STATE OR FEDERAL PERMITS MUST BE OBTAINED BEFORE COMMENCEMENT OF THE DEVELOPMENT.
 - 3) THE PROJECT SHALL BE CONSTRUCTED SUBSTANTIALLY IN ACCORDANCE WITH THE APPROVED SITE PLAN, ARCHITECTURAL PLANS, SUBDIVISION PLAT.
 - 4) THE APPROVED DEVELOPMENT PLAN AND PLANNED UNIT DEVELOPMENT ORDINANCE SHALL BE RECORDED WITH ST. LOUIS COUNTY AND PROOF OF RECORDING SUBMITTED TO THE CITY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
 - 5) EXHIBIT F, PUD MASTER DEVELOPMENT PLAN ILLUSTRATES THE PROPOSED DEVELOPMENT AND IS CONCEPTUAL IN NATURE. PROPOSED TRACT, LOT OR LAND USE BOUNDARIES SHALL NOT BE CONSTRUED TO BE FINAL AND MAY BE VARIED AT ANY SUBSEQUENT APPROVAL PHASE SUCH AS PLATTING OR SITE DEVELOPMENT PLAN APPLICATION.
 - 6) ALL NECESSARY EASEMENTS, DEDICATIONS OR OTHER INSTRUMENTS SHALL BE GRANTED TO INSURE THE CONTINUED OPERATION AND MAINTENANCE OF ALL SERVICE UTILITIES AND ALL COMMON AREAS IN THE PROJECT.”
-

SCOTT HALEY (SH) – US CAPITAL DEVELOPMENT
CHRIS CEDARGREEN (CG) – CEDARGREEN DESIGN, ARCHITECT
JEFF RYAN

SH – This is some of the feedback we took back as key points. You will see some of these points reflected in the plans we are going to discuss tonight.

We eliminated any projections over the City right-of-way.

The solariums that were identified on both corners of the project are eliminated and we are looking at other treatments for those corners.

The other part we took back with us, was making the expressions at Forsyth, those corners and those intersections different than what was presented a couple weeks ago. I think what we also are focusing on at this meeting and subsequent items, tonight, we wanted to focus on these items step by step.

Compliance with the Master Plan

We believe this project is compliant with the Master Plan and other City related studies in terms of how we reflect how we are looking at creating pedestrian zones. You will see that with the arcades, civic places as referenced in the plan and we did that with public seating. We feel we exceed the Master Plan.

Traffic and Parking

On the screen this is just a representation of our traffic scenario. We are focusing access to the garage from multiple entrances, largely from the east west alley, which is just north of our block. We have a major entrance, one of Forsyth. We will have traffic coming from Maryland down the alley as well. We are doing this midblock to eliminate and reduce any conflict in terms of traffic related items. CBB did traffic and parking reports and I think those reports are reflected in your staff report and we are meeting them. Parking, we have an effort that we made design wise to try and minimize the podium based on our 1,257 spaces in the gages, we have devised this in a way to put parking below grade. We have about 280 below, 180 spaces are hidden by lobbies or other active areas of the building which reflect approx. 30 percent of the parking. This reduces the overall podium effect which you will see more later in terms of design aspects. In terms of those aspects, I think those are bread and butter aspects of that. I think those haven't been an issue with Staff or consultants.

CC – With this point system being new, we wanted to make sure that as we heard the feedback from you and staff, we wanted to go through and talk about a few of those and how we interoperated the ordinance and how we responded to it and how staff responded to it. We are somewhere between 25 (staff) and 51 (us) and we want to go through those to make sure we are on the same page. Since this is the first time it's been applied, I think having a discussion about perception and reality is important. * Chris goes over the chart below and why they believe they are at 51 and how they can get up to the 30 required by the City from the 25 recommended by Staff.

Code Section	Public Benefit	Staff Points Awarded	Developer Point Value	comments
405.1380(B)(1)	Architectural Significance	3	4	i) Arcades on all street frontages ii) Architectural garage screen components iii) Corner Enhancements; iv) Street level planters & landscape
405.1380(3)	Provision of new or enhanced public infrastructure	0	4	expanded sidewalk zones; public seating/activity areas at each intersection
405.1380(6)	Protection and addition of green infrastructure	4	5	garden green roof system building enhanced landscape
405.1380(7)	Dedication of land to City	0	3	Commerce Bank and 8027 to widened alley from 20' to 24'. Land purchased from the City and then being dedicated back to the City at no charge and not being credited any points
405.1380(8)	Inclusion of below grade parking	5	10	283 spaces below grade; and others positioned behind active spaces and spaces behind street level retail
405.1380(12)	Public Art	0	5	public art at two corners; both Commerce Bank and 8027 Forsyth are committed for the installation of public art at the entry corners
405.1380(13)	Appropriate amount of open space provided and available for active or passive use	4	5	garden terrace open to public for 4 events per year
405.1380(15)	Enhancement of Streetscape	0	5	enhanced streetscape on all streets with arcades, large public areas and both intersections additional parking pay stations, bicycle parking at retail, enhanced traffic and pedestrian access controls
405.1380(16)	Any other public benefit as determined by City	4	5	art and entertainment venue at west tower
405.1280(16)	Any other public benefit as determined by City	5	5	electric vehicle charging stations at each garage level
TOTAL		25	51	

CHAIRMAN LICHTENFELD – The points are not the only criteria for the PUD. There are 12 more, I think, I might have the wrong number but there is more criteria. This is one thing that is able to quantifiably measure where the PUD is going. We can take these and comment on them. We aren't here to negotiate. I think you did a nice job responding to our comments of two weeks ago and it's good to see how you've laid them out. I'm not sure where to begin. Lets go to number 8 which is below grade parking. The below grade parking is about 22-23

percent of the total parking. When you add spaces hid behind retain we are up to about 30-31 percent and otherwise the rest of the 850+ are neither behind retail nor below grade and I feel that the staff points awarded is probably closer to where it should be.

RICHARD LINTZ – I feel like the underground parking is the most accurate one. You have 30 percent below and 3 is 30 percent of 10.

CHAIRMAN LICHTENFELD – Lets look at architectural significance, there I did have some comments, as far as the significance of the architecture I do see something's in there. I think the proposed fins on the garage podium are very interesting. The fins cover the bulk of the parking. The other thing is, as of now, I haven't been convinced that you are acknowledging Shaw Park, Chapman Plaza, and of course we don't have the overhanging projections anymore but what I see is, I think there are some solaria up there but they aren't looking at the park. It doesn't really address going west as it does going south. This one just doesn't work, so here again I'm comfortable with the staff points.

RICHARD LINTZ – The fins, is each panel going to be the same as the other one, are all the find going to be the same? They are all random? How does it work?

JR – There are a number of different cassettes so there is a pattern that evolves. It's a random pattern but a pattern rather than everything is lined up and they all face the same direction. The idea is that as you go by them, what you see is different, as evident in the model here.

RICHARD LINTZ – I'm not sold on the fins I do like the arcades and I agree with Steve on the corner enhancements – I'm not sure what you've done now with the solarium piece now but I would think the upper floors would have not just one but two or facing the park, or something. In your mind, as an architect and as an architect who's been around for awhile... when some group of peers came to you and said tell us what's so unique about this building, what would you be proud of, what's unique, what would you want highlighted or on the cover of an architecture magazine.

CC – It's friendly, engaging, compelling, the amount of outdoor space that is both on the sidewalk and in the arcade and the corner porches – it is an inviting, building that draws you in. It's engaging people at the street level and the first 20-30 feet. From a City view, from a green idea coming up the corners where we are incorporating planters and bringing them up the corners helping to modulate that podium element at level 6 and transitions up to 7 that canopy and trellises element and the texture is quite rich as opposed to being the same materials with color change or reflectivity. It doesn't stop there though, it continues up the corners to the penthouse that extends from the ground plane to the sky plane and it integrates with the city. It will become the City's building and not just the buildings building.

SH – Regarding the scoring, the public art, with the everyone involved wanting to commission art for the corners and other spots on the building but having them commit to do art I think that our commitments should be reflected in the points. Under enhanced street scape we are giving two extra feet from the required. The art that we are planning to put will be accessible to the public they aren't in the building they are based at ground level. Those are at public level and I think that those are key locations that are public sitting areas and I think those areas will be well received with art work.

RICHARD LINTZ – So you are no longer talking about being inside the lobby? You're talking about outside in those spaces – the number 2 spaces?

SH – We will have art in the lobby but yes. Lets look at the west corner which is a mimic of the east corner, we are looking at that large setback that is the entrance of our building which incorporates the arcade, this is the area that would be the ground level street level, pedestrian feel art.



ENLARGED WEST LOBBY PLAN

CHAIRMAN LICHTENFELD – So we are hearing a commitment for public art on the outside of the building in these two areas that are shown as red. And of course you realize those will have to go before the Public Art Advisory Committee (PAAC).

SUSAN M. ISTENES – We were not advised that there would be outdoor public art, that is why it received a zero. We certainly understand the process that the art has to go through, the PAAC and back through ARB and the expectation is not that we are making the decision about that in this forum. That comes later and that is fine with staff. The zero points were because the only public art promised during the application process was indoors and we didn't feel that met the intent. So outdoors visible and accessible to the public meets that intent and we could award points for that. I would also like to make a point about the new public infrastructure should have received points from staff. That was an error. The extra widening of the sidewalks and the arcade would qualify for that. There should be points awarded for that.

CHAIRMAN LICHTENFELD – So item 3 and 12 we could be getting up to our 30 points.

SUSAN M. ISTENES – Yes, I think we could award 5 points for public art if they are making the commitment on the record that it is going to be public and outdoors. We have no expectation beyond that from staff's perspective. And I would agree at least two if not three for the public infrastructure. I wouldn't give it any less than two.

RICHARD LINTZ – My only concern is they have public infrastructure noted a couple places, we don't give double points?

SUSAN M. ISTENES – Correct, Section 405.1383 “enhance public infrastructure greater than the minimum code requirements” and they are over and above the minimum requirements.

RICHARD LINTZ – 15 we already have given them the points for the enhanced sidewalks so 15 is just bringing it up to code and that is all required.

SUSAN M. ISTENES – Correct.

RICHARD LINTZ – So if we recognize it on 3 we aren't on 15?

SUSAN M. ISTENES – Correct.

SH – So we've reached 30+ points.

CHAIRMAN LICHTENFELD – It appears so.

PUBLIC COMMENT

ANDREW D – MARYLAND WALK

I want some points of clarification because we are looking at the openness of the walkway and Mr. Haley pointed out the open pedestrian walkways on Brentwood itself, the setback towards Maryland is at least 12-15 feet and I'm not quite sure with this illustration that it is setback with this project, that it goes that far back. When this project was first presented there was an understanding that both on the Forsyth and on the Brentwood side that the setbacks would be equal to what is already existing, in other words 12-15 feet back so it would be nice to have an understanding that when you are across from Chapman plaza that you are not going from a constricted street to an open street back to a constricted street. Oceano and the coffee shop are setback 15 feet so I think that clarification is important. Second thing, the width of the alley. It currently exists at 15 feet and I understand the public parking is entering through the alley and you have some senior citizens that have just two narrow avenues of egress to that entrance. I want to confirm it will be extended to 24 feet, is that correct. So I want to have the setbacks on Forsyth and Brentwood and the width of the allies.

CHAIRMAN LICHTENFELD – When you talk about the setback are you talking about the entire building from the ground all the way up to the penthouse?

AD – No, from the curb to the building line. That currently exists at 15 feet. The illustration shows we are going from an 8 foot to the open area and the accessibility and the free flow of pedestrians from that alley and those shops along Maryland Avenue is very important because we are losing some parking spaces as it is and to have it kind of a challenge to find a place or access to parking will take away from those shops on Maryland.

SH – Whatever the current sidewalk is we are adding feet and then the arcade, from the curb to the building we are probably 20-22 feet back and so that is the entire length of Forsyth. From the corner we are ~70 feet back. Same with Meramec and Forsyth. If you look along Brentwood we are setback up until the alley way and I would challenge that where Oceano and City Coffee, their building is, I would bet you that it is maybe 11 feet setback and not 15 or more...

RICHARD LINTZ – So on both Brentwood and Meramec, those last few feet are in line with the buildings on the other side of the alley way or are they slightly narrower than...

SH – Slightly narrower, I know we are lined up on the Meramec side and maybe a foot or so on the Brentwood side.

CHAIRMAN LICHTENFELD – Anything to add from the Commission? From the Public? From the applicant? No ok with that:

CHAIRMAN LICHTENFELD – MOTION TO APPROVE WITH ALL OF THE STAFF CONDITIONS AND THE ADDITION OF 7D: ART MUST BE APPROVED BY THE PAAC AND BE PLACED AT THE SOUTHWEST AND SOUTHEAST CORNERS OF THE BUILDINGS.

RICHARD LINTZ – SECOND.

BOARD UNANIMOUSLY APPROVES.

8049 FORSYTH BOULEVARD – SITE PLAN REVIEW – NEW MIXED-USE

Director Susan M. Istenes summarizes the following staff report: “At the Plan Commission/Architectural Review Board meeting of February 03, 2020, the board decided to have the applicant return to the next meeting of February 18, 2020 with revised plans for this project. The board focused the attention on the Planned Unit Development (PUD) portion of the application because of the newly enacted ordinance. During the meeting, the board had discussions with the developer and the architect. Those discussions included: the design and use of the solariums, setbacks, parking garage and spaces, and traffic.

The subject site is 90,980 square feet and located on the north side of Forsyth Boulevard between North Brentwood Boulevard and North Meramec Avenue. The site is currently made up of multiple properties located at 8001, 8015, 8019, 8023, and 8027 Forsyth Boulevard and 15 North Meramec Avenue; these properties have a zoning designation of HDC High Density Commercial District and are within the Downtown Core Overlay District. The property located at 8049 Forsyth Boulevard has a zoning designation of Planned Unit Development. The site is currently made up of eleven parcels improved with two-story buildings and a surface parking lot. Adjacent land uses include a Special Development District with office/commercial to the west and office/ retail uses to the north, east and south.

The proposed project consists of the demolition of the existing parking lot and structures. The applicant is seeking to rezone all eleven parcels to Planned Unit Development. The project involves the construction of three structures, West Tower (Tract A), Center Garage (Tract B), and East Tower (Tract C). There will be 990,651 gross square feet, total, between all three structures. The two mixed-use buildings, one being 14-stories and the other being 16-stories will provide 493,743 square feet of office space, 18,055 square feet of retail space, and 478,853 square feet of structured parking providing 1,257 parking spaces for use by the tenants and the public. On the top level of the parking structure, a roof top terrace garden is proposed. Ground floor retail fronting Brentwood Boulevard, Forsyth Avenue, and North Meramec Avenue is proposed. The proposed buildings will be constructed of curtainwall systems, which incorporates different uses of glass panels made of different tint colors. Access to the parking structure is proposed from mid-block on Forsyth Boulevard, and the east-west alley located between Brentwood Boulevard and North Meramec Avenue.

The purpose of the site plan review process is to provide a review of the following criteria listed below.

1. *A project's compatibility with its environment and with other land uses and buildings existing in the surrounding area.*

- >> The surrounding land uses include office/commercial to the west and office/retail uses to the north, east, and south.
2. *The location and screening of a project's air-conditioning units and other associated equipment.*

>> According to the applicant, the towers Tracts A and C will have HVAC systems that will be located on the rooftop with integrated metal paneled screening.
 3. *The location, adequacy and screening for trash.*

>> There will be two areas for the loading docks and trash, which will be stored in the rear of the building and accessed by the east-west alley. These two areas will be inset +/- 30 feet from the alley and slanted for large trucks to maneuver and navigate the 24-foot wide alley.
 4. *A project's impact will not overtax public utilities, services or other municipal facilities.*

>> At this time, staff does not anticipate adverse impacts regarding public utilities, services or municipal facilities.
 5. *All ground floor uses must be retail in nature but may include, personal care services, dry cleaning facilities, food and beverage services uses, consumer services offices or governmental offices within the Downtown Overlay District;*

>> This area of downtown is dominated by office and retail uses. The area contains primarily low-rise and mid-rise buildings with high-rises located west of Brentwood Boulevard and to the east along North Meramec Avenue. The proposed development includes first floor retail space and will connect existing retail nodes to the north and east of the site. The proposed project is consistent with the vision of the Downtown Overlay District and is compatible with the surrounding neighborhood.
 6. *Footprint geometry should be square and true with the roadway to the extent possible. Odd shapes and building orientations which compete with the total urban setting should be avoided.*

>> The existing buildings along Forsyth Boulevard do adhere to contours of the street and lot lines. The footprint of the proposed structures will have a rectangular shape that stair-step backwards. The applicant proposes to maintain that straight line along Forsyth Boulevard. However, in order to create a walkable, pedestrian friendly environment, the buildings footprint is inset at the corners with stair-stepped building lines by increasing the widths of those lines to the rear property lines creating a zero setback.

>> The applicant's plans indicate the building to be setback 25 feet 2 inches to incorporate space for the sidewalk and space to create outdoor dining for the retail users. This same theme is carried on the side of the buildings along Brentwood Boulevard and Meramec Avenue.
 7. *Buildings and uses must incorporate expansive street front windows and shall be sited in a manner so as to achieve a pedestrian friendly scale, appearance and feel.*

>> The proposed development will be urban in character and generally compatible with the adjacent urban neighborhood. The project is oriented to the street grid and will maintain consistent street curtainwalls with ALPOLIC glass panels surrounded by brick along most of its street frontage.

>> Street-level storefront architecture is featured along Forsyth Boulevard starting at Brentwood Boulevard and ending at North Meramec Avenue. The solarium is a highly transparent and identifiable glass structure that will be elevated 30 feet in height. Revised elevation plans show that the solariums are located 2 feet 8 inches from the property line on the West Tower (Tract A) and 1

foot 6 inches from the property line of the East Tower (Tract C). The buildings will be recessed to activate the corner and bring interior activity to the street entrances.

8. *Provisions for storm surface drainage shall be in accordance with the City's design standards. Stormwater drainage shall be connected to a storm sewer whenever one is available as determined by the City. Disposal of storm or natural waters both on and off the site shall be provided in such a manner as not to have a detrimental effect on the property of others or the public right-of-way.*
 - >> The existing impervious coverage on site is 100 percent. The new plans maintain impervious coverage at 100 percent. There are no limits for impervious coverage in commercial districts. The existing stormwater runoff, according to the MSD 15-year, 20-minute calculation, is 7.73 cubic feet per second (CFS). The proposed runoff is 8.40 CFS, which represents an increase of 0.67 CFS.
 - >> The +/- 38,000 square foot garden terrace will have a 2,700 square foot green roof. By nature, a green roof is supposed to capture the stormwater runoff; however, the applicant has not provided the details of how it operates and will be maintained. The Public Works Department has reviewed the site plan and the green roof needs to meet Metropolitan Sewer District (MSD) standards, which the applicant noted that it will.
9. *The applicant is required to submit a separate landscape plan showing existing trees, trees to be removed and trees to be replaced by caliper, species and condition. Such plans must reflect City of Clayton preservation standards.*
 - >> The proposed project falls under the City's Tree Protection Ordinance for caliper inch replacement. There are 24 existing trees on site, 14 of which are street trees that are being removed in order to accommodate this mixed-use development. The applicant proposes to place 31 trees within the project; however, neither are deciduous or evergreens, which means the project is short 68.75 caliper inches of deciduous trees and evergreen trees. Therefore, the applicant shall pay into the City's Forestry Fund \$17,187.50.
10. *The quantity, quality, utility, size and type of a project's required open space and proposed landscaping improvements.*
 - >> The applicant is proposing to plant 31 trees to be selected by the City of Forestry Services. Also, the applicant is planning to plant many indoor and outdoor plants throughout the development, the species have not yet been determined.
 - >> The applicant will also be making right-of-way improvements according to City standards.
11. *The site plan must state that all driveways, sidewalks, curbs and gutters are to be installed in accordance with the standards prescribed by the Public Works Department (PWD).*
 - >> According to PWD, the developer has stated they intend on complying with all city standards and specifications regarding the construction of adjacent streetscapes. This commitment satisfies Public Works previous comment, maintaining formal streetscape plans shall be approved by Public Works.
12. *Provision of hookups to public utilities connections shall be installed in accordance with the standards of the Public Works Department. All connections shall be shown on the site plan.*
 - >> Criteria is met
13. *All developments shall provide adequate lighting to assure safety and security. Lighting installations shall not have an adverse impact on traffic safety or on the surrounding area. Light sources shall be shielded and there shall be no spillover onto adjacent properties*
 - >> The previously submitted elevation plans show the solariums will be illuminated to highlight the greenery. The solariums are to incorporate commissioned art to be determined.

- >> The sky-gardens will be illuminated to highlight the greenery with the precast planters and woodgrain soffits.
- >> The applicant submitted two photometric plans indicating that no light will spillover onto adjacent properties. One photometric plan includes the streetscape lighting. The other plan shows the illumination or foot-candles to be zero in the middle of each street; thus, there is no spillover onto adjacent properties.

14. Treatment of bulk trash disposal and other environmental health matters shall meet code requirements.

- >> The project, as proposed, meets the code requirements for bulk trash disposal.

15. The Fire Department shall review all site plans to determine adequacy of access and other aspects of public safety.

- >> The Fire Department has reviewed the plans and finds them acceptable.

16. The promotion of public safety and benefit to the general welfare, as evidence that the project is in compliance with good planning practices and principles.

- >> The project, as proposed, is consistent with good planning practices and principles.

17. The ability of a project's traffic circulation system to provide for the convenient and safe internal and external movement of vehicles and pedestrians.

- >> The development will have a center garage or Tract B, which will be a seven-story parking garage. There will be multiple access points to enter and exit the proposed garage.
- >> Traffic Study from CBB, the City's traffic and parking consultant had a comment dated July 30, 2019: A westbound left-turn lane should be considered on Forsyth Boulevard at Brentwood Boulevard to mitigate the impacts of the proposed Phase 1 & Phase 2 office development. An eastbound left-turn lane is warranted along Forsyth Boulevard at the proposed garage entrance for the Phase 2 office development. Since Phase 2 of this project extends to Meramec Avenue, it would be advantageous to reserve right-of-way along Forsyth Boulevard near Meramec Avenue so that long-term road improvements, such as separate left-turn lanes, could be constructed in the future.
- >> Public Works supplementary response comment: Although City staff agrees with the developer that eliminating on-street parking to accommodate the turn lane recommendation is not desirable, Public Works maintains this issue needs to be vetted prior to city approval. The developer submitted a conceptual plan including two potential lane configuration layouts, leaving various scenarios without any consideration. Public Works has obtained a proposal to prepare 6 different lane configuration concepts as well. The Developer shall submit payment to the city to move forward with creating the lane configuration plans with the City's consultant. The Public Works Department and City Boards shall determine which lane configuration should be installed as part of this project, or whether an Escrow Agreement should be executed to cover costs to install the configuration of the City's choice at a later date. All details of the Escrow Agreement to be determined by the City of Clayton.
- >> Traffic impact study from CBB, the City's traffic and parking consultant had a comment dated July 30, 2019: Some signal timing changes will be prudent over time as the various developments are occupied.
- >> Public Works supplementary comment: The developer has stated they will work with the City to enter into an Escrow Agreement for signal optimization. This commitment satisfies Public Works previous comment regarding future signal optimizations.
- >> Traffic impact study from CBB, the City's traffic and parking consultant had a comment dated July 30, 2019: It appears that several sight distance limitations may be created by the proposed building.

- >> Public Works supplementary comment: The developer responded to the previous comment stating "the Northwest and Northeast corners of the building will be constructed with a transparent mesh material to address sight distance limitations. This is shown on the revised plans." This commitment satisfies Public Works previous comment regarding site distance.

18. The type and location of parking provisions.

- >> The proposed parking garage will have 1,257 parking spaces. Of those parking spaces, 40 will be dedicated to public parking.
- >> On February 6, 2020, the City's traffic and parking consultant performed a parking study. The study was based on the International Traffic Engineers (ITE), Urban Land Institute (ULI), and the City of Clayton parking requirements.
- >> ITE provides an average peak parking demand rate of 1.95 spaces per 1,000 square feet of retail space and 2.39 spaces per 1,000 square feet of office space, and the 85th percentile parking demand rate of 3.68 spaces per 1,000 square feet for retail and 3.3 spaces per 1,000 square feet of office space.
- >> Based on the parking data for the use office space, this site would be expected to reach a peak parking demand at 1:00 p.m. with 767 to 1,029 parking spaces occupied (average to 85th percentile demand).
- >> ULI recommends a parking ratio of 3.6 spaces per 1,000 square feet for retail space under 400,000 square feet (2.9 spaces per 1,000 square feet for visitors and 0.7 spaces per 1,000 square feet for employees) and a parking ratio of 3.3 spaces per 1,000 square feet for office space between 100,000 square feet and 500,000 square feet (0.21 spaces per 1,000 square feet for visitors and 2.66 spaces per 1,000 square feet for employees).
- >> Based on ULI parking method, this site would be expected to reach a peak parking demand at 2:00 p.m. with 1,296 to 1,368 parking spaces occupied (average to 85th percentile demand).
- >> The City's traffic and parking consultant concluded the proposed 1,257 spaces would accommodate the 1,215 parking spaces recommended to accommodate the development and the 40 public spaces required for replacing the public parking.

19. Parking should be located within the City block interior and deeper into parcels.

- >> The proposed parking garage is located between and is integrated into the structure of the two proposed towers mid-block between Brentwood Boulevard and North Meramec Avenue.

20. Surface parking, drive aisles or vehicular access ways should not abut any sidewalk.

- >> Currently, there are on-street parking spaces, and the applicant plans to maintain those parking spaces.

21. Per Section 405.3670 Bicycle Parking Regulations are required when the City has to approve a site plan.

- >> The applicant proposes to install 28 bicycle spaces within the interior of the development and provide 8 spaces for the public to use on the exterior of the project. There will be 4 on the corner of Forsyth Boulevard and North Meramec Avenue and another 4 on the corner of Forsyth Boulevard and Brentwood Boulevard closer to the retail spaces.
- >> Per Section 405.3670.B.1. calls for 1 bicycle rack every 5,000 square feet of retail, and 1 bicycle rack every 20,000 square feet of office space. The 493,743 square feet of office space would require 25 bicycle racks, and the retail of 18,055 square feet would require 4 bicycle racks. The applicant is providing 36 total bicycle racks which is more than is required.

In considering and acting upon site plans, landscape plans and other applicable plans, the Plan Commission shall take the following objectives into consideration:

1. Creation of a desirable environment.
2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities.
3. Combination and coordination of architectural styles, building forms and building relationships.
4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features and the prevention of soil erosion.
5. Preservation of buildings which are architecturally or historically significant or contribute to the character of the City.
6. Use of design, landscape or architectural features to create a pleasing environment.
7. Inclusion of special features.
8. Elimination of deteriorated structures or incompatible uses through redevelopment or rehabilitation.

The proposed development is compatible with existing development along Forsyth Boulevard and the surrounding office/commercial to the west and office/retail uses to the north, east and south. The site is will provide an urban, pedestrian friendly streetscape along Forsyth Boulevard, Brentwood Boulevard, and North Meramec Avenue. Stormwater will be adequately managed, and the landscape plan will be addressed through the Forestry Services. The project as proposed is in conformance with the requirements of the site plan approval.

STAFF RECOMMENDATION IS TO RECOMMEND APPROVAL OF THE REZONING AND PLANNED UNIT DEVELOPMENT TO THE BOARD OF ALDERMEN WITH THE FOLLOWING CONDITIONS:

1. THE DEVELOPER SHALL SUBMIT PAYMENT TO THE CITY TO MOVE FORWARD WITH CREATING THE LANE CONFIGURATION PLANS WITH THE CITY'S CONSULTANT. THE PUBLIC WORKS DEPARTMENT AND CITY BOARDS SHALL DETERMINE WHICH LANE CONFIGURATION SHOULD BE INSTALLED AS PART OF THIS PROJECT, OR WHETHER AN ESCROW AGREEMENT SHOULD BE EXECUTED TO COVER COSTS TO INSTALL THE CONFIGURATION OF THE CITY'S CHOICE AT A LATER DATE. ALL DETAILS OF THE ESCROW AGREEMENT TO BE DETERMINED BY THE CITY OF CLAYTON.
 2. THE DEVELOPER SHALL ENTER INTO AN ESCROW AGREEMENT WITH THE CITY FOR SIGNAL OPTIMIZATION.
 3. THE DEVELOPER SHALL PAY INTO THE FORESTRY FUND \$17,178.50.
 4. THE DEVELOPER SHALL RECONFIGURE FORSYTH BOULEVARD TO INCLUDE A DEDICATED LEFT TURN LANE BETWEEN BRENTWOOD BOULEVARD AND MERAMEC AVENUE. RIGHT-OF-WAY IMPROVEMENTS ASSOCIATED WITH THIS REQUIREMENT MAY EXTEND BEYOND THE SEGMENT OF FORSYTH PREVIOUSLY DESCRIBED AS WELL AS THE EXISTING CURB LINES.
-

SCOTT HALEY (SH) – US CAPITAL DEVELOPMENT
 CHRIS CEDARGREEN (CG) – CEDARGREEN DESIGN, ARCHITECT
 JEFF RYAN

SH – We'd like to jump to the staff recommendations, I think I stated our position previously regarding the on street parking, the need to reconfigure Forsyth. We did – our engineer did provide an alternative to show what the impact would be. 1. Is saying the City would hire CBB to develop 6 strategies to handle the parking in this block, first of all this is totally contrary to the Master Plan and what we are trying to achieve here. Second – the strategies does not address how you would handle the entirety of Brentwood, Forsyth, and others. We have been opposed to that, not because of the money but it's a delay in time and I don't know what other scenarios you will have unless you are changing the Master Street plan and how you are getting people in and out of town. Jumping to number 4, I think it is contrary to number 1. It's saying we have to do that work, we are totally against having that recommendation in here. Number 1 talks about escrowing dollars. We are in agreement

with number 2. Number 3, I'm not sure how that is calculated when we are putting more trees there than there are currently.

Chairman Lichtenfeld – When CBB does the traffic study, do they only do an isolated street or do they look at the context beyond the actual area and the reason I say that is I've been watching that Brentwood and Forsyth intersection and it seems to me at the evening rush hour sometimes the left turn lane from westbound Forsyth to southbound Brentwood is backed up because Brentwood is blocked. It's not always Forsyth. We may not be able to fix Forsyth unless we fix something further down the line also.

Susan M. Istenes – It is evaluating the impact of the proposed development on the existing streets. That study and those increased impacts over what is there now is what drives the recommendations. I think the study is incomplete and to complete it, that is where this recommendation comes from, number 4.

David Gipson – Are both studies concluding the same things?

SH – They both recognize that during the peak hour in the afternoon, there is something wrong. Our engineer is looking at it as optimization of signals and CBB is looking at restructuring. So they are both in agreement something is wrong but we are trying to fix the problem in different ways.

Richard Lintz – With conditions 1 and 4, I do think you either do one or the other not both. Personally I would like a left turn lane but I would like to keep parking, so that is the only reason I would ask for additional configurations. If you could still keep some of the spaces and still have the turn lane, that would be nice.

Chairman Lichtenfeld – So you are advocating to keep recommendation 1 instead of 4.

Richard Lintz – I am kind of in agreement with Scott, I'm not sure how much money we need to spend to come up with umpteen different scenarios but I would like to see an alternative there.

SH – Stock and Associated did prepare a model and it removed all but one or two spaces.

DAVID GIPSON – MOTION TO APPROVE WITH STAFF RECOMMENDATIONS WITH MODIFICATION TO NUMBER 1 AND NUMBER 3 AND THE REMOVAL OF NUMBER 4.

NUMBER 1 SHALL SAY: THE DEVELOPER SHALL SUBMIT PAYMENT TO THE CITY TO MOVE FORWARD WITH CREATING TRAFFIC IMPROVEMENT PLANS WITH THE CITY'S AND DEVELOPER'S CONSULTANTS. THE PUBLIC WORKS DEPARTMENT AND CITY BOARDS SHALL DETERMINE WHICH IMPROVEMENTS SHOULD BE INSTALLED AS PART OF THIS PROJECT, OR WHETHER AN ESCROW AGREEMENT SHOULD BE EXECUTED TO COVER COSTS TO INSTALL THE CONFIGURATION OF THE CITY'S CHOICE AT A LATER DATE. ALL DETAILS OF THE ESCROW AGREEMENT TO BE DETERMINED BY THE CITY OF CLAYTON.

NUMBER 3 SHALL SAY: THE DEVELOPER SHALL PAY INTO THE FORESTRY FUND ANY DEFICIENT AMOUNTS PER CODE.

RICHARD LINTZ - SECOND

BOARD UNANIMOUSLY APPROVES

SUSAN M. ISTENES DOES NOT READ THE STAFF REPORT, INSTEAD THE APPLICANT GOES OVER THE ARCHITECTURAL PLANS IN ORDER TO GET FEEDBACK FROM THE BOARD FOR THE NEXT MEETING.

8049 FORSYTH BOULEVARD – ARCHITECTURAL REVIEW BOARD – NEW MIXED-USE

Director Susan M. Istenes summarizes the following staff report: “At the Plan Commission/Architectural Review Board meeting of February 03, 2020, the board decided to have the applicant return to the next meeting of February 18, 2020 with revised plans for this project. The board focused the attention on the Planned Unit Development (PUD) portion of the application because of the newly enacted ordinance. During the meeting, the board had discussions with the developer and the architect. Those discussions included: the design and use of the solariums, setbacks, parking garage and spaces, and traffic.

The subject site is 90,980 square feet and located on the north side of Forsyth Boulevard between North Brentwood Boulevard and North Meramec Avenue. The site is currently made up of multiple properties located at 8001, 8015, 8019, 8023, and 8027 Forsyth Boulevard and 15 North Meramec Avenue; these properties have a zoning designation of HDC High Density Commercial District and are within the Downtown Core Overlay District. The property located at 8049 Forsyth Boulevard has a zoning designation of Planned Unit Development. The site is currently made up of eleven parcels improved with two-story buildings and a surface parking lot. Adjacent land uses include a Special Development District with office/commercial to the west and office/ retail uses to the north, east and south.

The proposed project consists of the demolition of the existing parking lot and structures. The applicant is seeking to rezone all eleven parcels to Planned Unit Development. The project involves the construction of three structures, West Tower (Tract A), Center Garage (Tract B), and East Tower (Tract C). There will be 990,651 gross square feet, total, between all three structures. The two mixed-use buildings, one being 14-stories and the other being 16-stories will provide 493,743 square feet of office space, 18,055 square feet of retail space, and 478,853 square feet of structured parking providing 1,257 parking spaces for use by the tenants and the public. On the top level of the parking structure, a roof top terrace garden is proposed. Ground floor retail fronting Brentwood Boulevard, Forsyth Avenue, and North Meramec Avenue is proposed. The proposed buildings will be constructed of curtainwall systems, which incorporates different uses of glass panels made of different tint colors. Access to the parking structure is proposed from mid-block on Forsyth Boulevard, and the east-west alley located between Brentwood Boulevard and North Meramec Avenue.

Per Section 410.190, the following guidelines shall be applied by the Architectural Review Board for development proposals located in the HDC Zoning District and the Downtown Core Overlay include additional architectural review guidelines:

- 1) *Party wall development should be encouraged to ensure a continuous building facade.*
 - >> The proposed development will maintain a consistent street wall along Forsyth Boulevard. The proposed building is built to the side property lines, creating a continuous façade along the block face.
- 2) *Building skylines should provide interest through introduction of compatible shapes and roof forms. Long uninterrupted rooflines and cornices should be avoided*
 - >> The three structures will be visible from considerable distances. The proposed building materials and design will differentiate it from other high-rises in the skyline. The terrace garden, the solariums, and louvered aluminum screen shielding the garage will create an interest point at the skyline level. The developer previously proposed a solarium in the west tower which would have overhung the property line by 7 feet 5 inches and was 30 feet in height. The proposed east tower

solarium facing Meramec Avenue would have been on the property line. At approximately 60 feet in height from the sidewalk, the previous design of the office tower would have overhung the property line by 7 feet. The revised design no longer has the buildings overhanging the property lines.

- 3) *Façade relief should be incorporated into all building elevations. Long uninterrupted elevations should be avoided.*
 - >> Above the screened parking garage or Tract B will be two stories of the terrace gardens that will have precast planters to differentiate the two towers.
- 4) *Window openings should be incorporated into all building elevations. Blank walls, long horizontal openings, odd shapes and glass walls should be avoided.*
 - >> All façades feature window openings and relief elements creating interesting elevations that are compatible with the building scale and surrounding development.
 - i. The front façade along Forsyth Boulevard features a modern design with straight building lines, that are reflective of the building across the street. From the west elevation to east elevation on the ground floor to 30 feet in height, the building material will be brick, curtainwalls with ALPOLIC glass panels, and aluminum clad columns. The next façade change is the solarium surrounded in low iron clear glass and the garage screen made of a two-toned aluminum louver. Three stories higher is the start of the rooftop terrace garden, which will be inset on each tower with a glass panel but be open on the top. The next six stories will be curtainwalls ALPOLIC glass panels with aluminum channels under the panels. The last two stories will be inset like the rooftop terrace surrounded by precast planters and will be curtainwalls ALPOLIC glass panels with use of the aluminum clad columns. The towers roof will be screened by aluminum.
 - ii. The modern design and colors of the front façade wrap the corner for each tower on both Brentwood Boulevard and North Meramec Avenue. The curtainwall panel system and the solarium will be reflective for each tower. On the west tower starting on the 5th story, will be sky-gardens. The material will be precast planters upfront, the curtainwall glass panels will be inset, and carrying the load with aluminum clad columns. Meanwhile, the east tower, will be similarly designed with the sky-gardens; however, the location is lower on the garage towards the rear of the building.
 - iii. The rear façade will be brick and aluminum clad columns; however, the rear faces the east-west alley where there are loading docks, trash areas, and access to the parking garage. There are also security doors proposed for each tower to screen the trash and loading docks.
- 5) *Street level (ground floor) elevation facing the street should be storefront architecture with large show windows interrupted at regular intervals with building piers and generous entrances. Blank walls, long uninterrupted show windows, odd-shaped and small show windows should be avoided.*
 - >> Pedestrian-scale ground floor architecture with curtainwalls with ALPOLIC glass panels is proposed along Forsyth Boulevard. The curtainwall system is broken up by the use of aluminum clad columns evenly spaced for ground floor lobbies and retail.
 - >> On the ground floor of each tower, approximately 12 to 14 feet from the property line an Arcade or a plaza will create an improved pedestrian experience with the use of plaza planters and outdoor seating in that area.
 - >> The Downtown Clayton Master Plan and the Park View District vision is “high and mid-rise buildings along the eastern and northern edges of Shaw Park that capitalize on the exceptional views of and adjacency to the park.” The developer is trying to create an active pedestrian street environment along Forsyth Boulevard. The proposed development is enlarging the streetscape,

setting the buildings back, increasing the space for outdoor dining, and bringing the greenery in and out of the proposed three structures to reflect Shaw Park.

- 6) *Parking structures visible from the street should be avoided. The upper story should be of design material and color compatible with the urban setting.*

>> Tract B is the proposed seven story parking garage. The grade elevation changes from Brentwood Boulevard to North Meramec Avenue is +/- 20 feet. As a result, two stories are below grade, and five stories are above grade. 286 parking spaces will be below grade, and most will be surrounded by retail and hidden from the street. The five stories above grade will be screened by a two-toned aluminum louver. The garage design will be open air and the developer indicates that the temperatures in the garage will be maintained between 40 degrees during the winter and 80 degrees during the summer. The parking garage will be accessed from the alley and mid-block on Forsyth Boulevard. 40 parking spaces will be reserved for public parking. Additional spaces will be available on a first-come first serve basis. The public will pay at pay stations throughout the building. The developer will have signage on Forsyth and at the alleys that directs public to the parking areas, and additional signage for pedestrian egress points.

The project as proposed is in conformance with the architectural review guidelines of the Downtown Core Overlay District and meets the provisions of the land use policies contained in the Downtown Clayton Master Plan. Furthermore, the proposed development will meet Section 410.155 Planned Unit Development by incorporating the use of office, retail, and public parking. The building materials of the surrounding developments include brick, stucco, and glazing. Staff is of the opinion that the proposed building materials including curtainwall system panels, brick, precast planters, and aluminum clad columns are compatible with the surrounding character. The proposed building form and materials are urban in character and will contribute to a pedestrian-friendly environment. Staff is of the opinion that the development is compatible in terms of mass, height, and design with existing nearby structures.

STAFF RECOMMENDATION IS TO APPROVE AS SUBMITTED.”

SCOTT HALEY (SH) – US CAPITAL DEVELOPMENT
CHRIS CEDARGREEN (CG) – CEDARGREEN DESIGN, ARCHITECT
JEFF RYAN

CC – Goes over the plan submitted at the meeting. Please find it attached.

Richard Lintz – Not sold on the fins. They look very dark to me.

JR – They will have latex paint and will be brighter and more metallic than this model.

Richard Lintz, George Hettich, and Chairman Lichtenfeld - Balconies should be on both sides, Forsyth and Brentwood sides to capture the park.

HELEN DiFATE – MOTION TO CONTINUE

CAROLYN GAIDIS – SECOND.

BOARD UNANIMOUSLY VOTES TO TABLE.

HAVING NO FURTHER BUSINESS BEFORE THE COMMISSION, THE MEETING WAS ADJOURNED AT 21:30.

Recording Secretary